The Sunday Herald

Weekly Mationa! Intelligencer. THE NATIONAL INTELLIGENCER THE SUNDAY HERALD

Entered at the Post Office at Washington, D. C., as Second-class Matter.

..... Proprietors A. T. HENSEY,

Editorial and Publication Offices, No. 409 Tenth Street Northwest.

\$30 REWARD.

"THE SUNDAY HERALD" is convinced that there is an organized gang of paper thieves in this city, who follow its carriers around and take the papers from the doorsteps. We will pay a reward of \$30 for the arrest and conviction of any one of these thieves.

\$30 REWARD.

Those of our patrons leaving the city for the summer months can have "The Herald" sent to their addresses by leaving their names at this office.

SPECIAL NOTICE.

Our patrons living on the line of direct by leaving their order at the newstand, Baltimore and Ohio Depot.

Subscribers will confer a favor by notifying this office when they fail to receive their paper, in order that the matter may be properly investigated.

NOTICE TO SUBSCRIBERS.

Subscription (in advance) per year \$2.50 The Editor of THE SUNDAY HERALD cannot undertake to preserve or return rejected communications. Persons who desire to possess their communications, if unused, should retain a copy.

Local reports and absolute news of sufficient importance to justify publication will be welcomed from any one, and valuable if will be paid for.

Contributors are respectfully requested to refrain from sending to THE SUNDAY HERALD news items which have already appeared in other journals, as it is not desired to reproduce matter from

Remittances should be made by postal note, money order, or checks on New York or Washington. When checks on banks in other cities are sent the cost of collection will be deducted.

The melancholy days have come in the legislative forum when things have got so hot that REED can't longer count a quorum.

Who wants to investigate Pension Commissioner RAUM, and he with over six hundred nice new clerkships to give away? No, no, Mr. COOPER, you ask too much.

The new twenty-dollar silver certificate will contain a portrait of the President's grandfather, WILLIAM HENRY HARRISON. Of course, the designer will have tact enough to leave out

The greatest grief of the Republicans over the prospects of adjournment is understood to be occasioned by the thought that they'll be obliged neut Democratic politician of to go off where they will have no Mr. Reep to guide and direct them in his gentle, soothing, honey-voiced, velvet-handed way.

There is nothing of the Jeremiah about Governor CAMPBELL, of Ohio. To his eves the future of the Democracy is as full of rosy light as a sunrise on Mount Blanc. He declares that the Democratic majority in the next House will be between seventy-five and one hundred.

There seems to be danger that the Federal Election bill may be overcome by the heat in the close atmosphere of the Senate Committeeroom on Privileges and Elections. There is also ground for believing that the weather will be cooler when the bill is passed by the Senate. We have this on the highest Democratic Senatorial authority.

The Democrats find their greatest consolation in these in-the soup days in watching the good. old-fashioned family quarrel which the Republicans are enjoying over the Federal Election bill, the Tariff bill, and a number of other things. Nothing so mitigates the miseries of a soup-bath as to watch a lot of other fellows preparing to tumble in and crowd you out.

Senators Allison and Carlisle say that the Treasury is on the verge of experiencing the strange sensations of a deficit. Representative Cannon shakes the bony forefinger of ridicule at them and laughs the idea to scorn. At the same time Uncle Joe's parsimony about appropriations increase daily, and the customary supply of lead pencils has been cut off in the Press Gallery. Somebody should be told off to count the cash and have the question settled definitely. This suspense is terrible.

Can it be possible that the cherubic smile of Dr. Atkinson, of Pennsylvania, is but a mask for a malign and revengeful heart? Is he trying to revenge himself on the poor and unfortunate of the District for the defeat of his railroad bill by having appointed as police surgeon a man whom the Medical Society declines to take to its arnica-tinctured bosom? Is Dr. Stickler a besom of destruction sent down on us from the eyrie of the Pennsylvania Railroad barons? We decline to believe it. We are certain that no one could smile and smite with the diffusive and effusive geniality with which Dr. ATKINSON smites and smiles, and still be a

The irrepressible conflict between the local press and Newspaper Rowhas broken out afresh and with alarming virulence. One esteemed contemporary bursts forth into a frenzied eyelone of invective because one of its own items was used by a correspondent and credited to another paper. Another esteemed contemporary gives way to a similar display of temper because an item which appeared in another paper was credited to it. There's no pleasing some people. Our esteemed contemporaries should remember the danger of yielding to anger in hot weather. The doctors say nothing is more calculated to precipitate sunstroke. We know that advertising is very dull and ice extremely costly, but the gentlemen should get a cubic inch or so and place it on their heated brows.

SOME POLITICAL TALK.

There is a chance that one of the nearest living relatives of Washington will be a member of the Fifty-second Congress from the district in which the Father of His Country was born. Among the candidates for the honor of representing the First Virginia District in the Fiftysecond Congress is Col. Robert J. Washington, of Westmoreland County. The Democrats of the First District feel assured that the district will be transferred from the Republican to the Democratic column next fall, and they could not choose a more able and popular man than Col. Washington to represent them. Among the dozen or more aspirants for the nomination Col. Washington is probably the only one who could go into convention with the solid delegation of his country to back him, and should the Tappahannock convention nominate him his great popularity all over the district will insure him the full party vote of his district. A gallant soldier, a tried and true Democrat, a brilliant lawyer, an eloquent speaker, and a polished gentleman, and possessing in a marked degree a personal magnetism which gives him the respect and friendship of all classes and conditions of men, Col. Washington, if sent to Congress, would soon challenge recognition, not only as a leader in his State delegation, but as a member of the National Legislature of whom the whole of his party might be proud.

There is danger that the Democrats may lose the Eighth Virginia Congressional District this fall, owing to dissatisfaction with the methods the Baltimore and Ohio Railroad | which are being used to insure the nomination can have "The Sunday Herald" sent of Gen. W. H. F. Lee. The latter is strongly opposed by a considerable and influential section of the party in the district, who claim that he has lost the confidence of the Democratic voters. Among the gentlemen who have been put forward against him in the contest for the nomination are Mr. Meredith, an able and popular lawyer of Prince William County, and Mr. Frank Hume, who is well known in Washington as a business man of ability and enterprise. The nominating convention will be held in Leesburg August 20, and the delegates to the convention, according to usage, should be elected at popular primaries in the various towns. The opponents of Gen. Lee claim that his managers have, in an unusual, not to say unfair and underhand manner, already forestalled the action of the primaries by selecting delegates who are pledged to Gen. Lee, thus preventing an open contest for the Congressional nomination before the Democratic voters, and at the convention at Leesburg. The friends of Messrs. Meredith and Hume are indignant at what they claim is unfair and un-Democratic treatment, and they threaten to make things very hot if the tactics of Gen. Lee's managers are not changed.

> In Stafford County it is said the friends of Gen. Lee, disregarding the recommendation of the district committee that the primaries be held on the 9th of August, a week ago yesterday issued a call for primaries to be held on Wednesday of last week. This call was made in a Fredericksburg paper, printed out of the Eighth District, and the consequence was that few voters of the county knew anything about the matter until after the mass convention was held at Stafford Court-House. Those who attended the mass meeting, it is alleged, were exclusively Lee men who had been specially got together in the interest of that candidate. At this meeting eight Lee delegates were elected to the district convention. These were the first delegates elected and Gen. Lee's opponents say the latter's friends took this extraordinary course with a view to the effect the election of a solid Lee delegation from Stafford would have on the other counties. A promicounty against Lee if he should run as an independent Democratic candidate for Congress. Altogether a great deal of feeling has been worked up over the matter in the Eighth District, and there is likely to be abundance of excitement before the nominating convention is * * *

> The District Democrats are already laying pipe for the control of the convention here which will send delegates to the next National Democratic Convention. It is expected to prove a rather hard fight for the friends of Mr. Cleveland, among whom are ex-Marshal Wilson, ex-Commissioner Wheatley, and Register Clagett. They are expected to use strenuous efforts to capture the convention in the Cleveland interest. Arrayed against them will be many of the old rank and file of the party in the District who do not regard Mr. Cleveland as the best candidate at this time, but look with more favor on Governor Hill, of New York. There will be a hard fight in some of the districts for control, particularly in the Fifteenth, Sixteenth, Ninth, Tenth, Fifth, and Twentieth, and the clans are already marshaling for the fray. The Central Democratic Committee had a called meeting for last Thursday, but as no quorum showed up the meeting was adjourned until the middle of August. The composition of this committee is antagonistic to ex-President Cleve-

PERSONALS.

Mr. Victor Kauffmann, of the Star, is at the Waverly, Asbury Park, N. J.

Rev. Dr. E. J. Wolf, of Gettysburg, Pa., who is the guest of Mr. James W. White, will preach this morning at the Church of the Reformation, Second and B streets southeast.

R. Pitcher Woodward, Brooklyn; W. H. Griffith, Denver; W. A. Blakely, Pittsburg; Edw. C. Lyon, Morristown, N. J., and Samuel J. Niccolls, St. Louis, are at the Riggs.

J. C. McKibbin, of the Navy, Pomona, Fia.; James Steel, Portland, Ore.; C. R. Reid and wife, Philadelphia, and Richard L. Gibbs and J. C. Covington, New York, are at the Ebbitt.

J. H. Stone, Detroit; W. B. Franklin, New York; Mr. and Mrs. J. C. Inches, Boston; J. T. Appleberg, G. A. Morton, New York; W. J. Ramey, Cleveland, Ohio; Edwardo Beeche, Roberto Castro, O. Saenze, Costa Rica; J. P. Rivas, Mexico, and C. E. Giles, Providence, are at the Arlington.

Clare Messer, the artist, can be seen almost any day sitting on his camp stool sketching some of the pretty views to be seen from Anacostia Heights. Clare is himself one of the most picturesque objects in the foreground as he sits on his stool, arrayed in an old gray dressing-gown, under a huge white cotton umbrella, with his easel before him and his Vandyke head under a

broad-brimmed sombrero. William Graham McMillan, who had many friends in this city, died of typhoid-pneumonia at his home, Red Springs, N. C., on Monday last, in the twenty-tifth year of his age. He graduated from the Naval Academy in 1887, serving for the two following years on the Richmond, Marion, and Essex in Central America, China, Japan, India, and other portions of the globe. Having passed his final examinations in 1889 he resigned his commission to take up the profession of civil engineer. He was a young man of marked ability, and was beloved by all who knew him for his noble qualities of head and heart.

NATIONAL SOLDIERS' HOMES.

A Scandal Hinted at by Senator Plumb-New Managers Selected.

The Senate yesterday increased the amount summed up as the total of appropriations for all the national soldiers' homes from \$2,611,700, as fixed by the House in the Sundry Civil bill,

A long and interesting discussion occurred upon an amendment to add to the paragraph as to the appointment of managers of the National Home the following words: "And William B. Franklin, of Connecticut; Thomas W. Hyde, of Maine; John C. Black, of Illinois, and George W. Steele, of Indiana, for the terms of office commencing April 21, 1890, to fill vacancles oc-casioned by the expiration of terms of office

and by the increase provided hereby."

Mr. Plumb stated that hereafter he should not vote to continue any manager in the board longer than the one term of six years. He be-lieved in the renovation of the board. The management of the National Home was not, he thought, as conservative, as wise, as economical as it ought to be. He had in his mind one of these soldiers' homes, the governor of which was notoriously unfit for the place, and who, by reason of his habits, of his arbitrary and rough and brutal methods, had caused no end of trouble. That would not have been the case if the board of managers had been more particular in their visitations.

Mr. Allison remarked that the Committee on Appropriations had always in these matters consulted the Committee on Military Affairs, which was primarily responsible for soldiers' homes. Mr. Hawley, the chairman of the committee, had handed him (as he could not be present yesterday) an amendment proposing the name of Lewis B. Gunckel, of Ohio, in place of Gen. Harris, who had recently died.

Mr. Sherman spoke in complimentary terms

of Mr. Gunckel, and also suggested the name of S. S. Yoder, in place of that of Mr. Steele, who had been appointed Governor of Oklahoma, and might, therefore, be ineligible as manager.

After further discussion the amendment was agreed to, modified by the insertion of the names of Mr. Gunckel and of Mr. Yoder. The paragraph now appoints as managers of the National Home Edmund N. Merrill, of Kansas, for the unexpired term of John A. Martin, deceased; Alfred L. Pearson, of Pennsylvania, for the unexpired term of John F. Hartranft, deceased: Lewis B. Gunckel, of Ohio, for the un-expired term of L. A. Harris, deceased; William B. Franklin, of Connecticut; Thomas W. Hyde, of Maine; John C. Black, of Illinois, and Samuel S. Yoder, of Ohio.

LIEUT. GUY'S CASE.

The most Important Witness Against the Officer Has Been Dead for Years.

The District Commissioners, through District Attorney Hazelton, have formulated the charges and specifications against Lieut. Guy, of the police force, and the case will be called for trial the present week, the Commissioners officiating as a trial board. The charges relate mainly to condoning the offenses of officers found under the influence of liquor. The only specifications that look bad for the indicted officer are that look bad for the indicted officer are those charging him with receiving bribes from policy dealers. The briber is one Max Hilton, who has been dead for several years, consequently the most important link in the chain of evidence is missing. Lieut. Guy's case is in the hands of Lawyer H. O. Claughton, and under his guidance the officer has concluded to held his guidance the officer has concluded to hold his peace and only make known his defense when the proper time arrives. He says that while the present scandal annoys and worries him and his family, he is confident everything will be bright and clear in the end. As soon as Lieut. Guy's case is out of the way the Commissioners will proceed with the allegations against Lieut. Boteler.

DIED OF APOPLEXY.

Representative Walker, of Missouri, Ex-

pired Suddenly Yesterday. a telegram just after the House took a recess vesterday afternoon announcing the death of one of his colleagues, Congressman James Peter Walker, of apoplexy, yesterday, at Dexter, Mo., the home of the deceased man. Mr. Walker was born in Tennessee, in 1851, but went to Missouri when only sixteen years of age. This was his first term in Congress. He was a Democrat and a member of the Committees on Invalid Pensions, on Improvements of the Mississippi River, and on Expenditures on Publie Buildings.

They All Say So.

Dear reader, remember that such distinguished persons as Mrs. Helen A. McCrary, wife of the late ex-Secretary of War; Arthur MacArthur, Andrew Wylie, and David C. Humphreys, Associate Justices of the District Supreme Court; R. J. Meigs, Clerk of the Court; Hon. Frederick Douglass, Minister to Hayti; Brig. Gen. O. O. Howard, Mr. William B. Moses, of the great furniture ware-house, corner of Eleventh and F streets; the Rev. Father Walter, and thousands of others say Cook's Balm of Life has cured or greatly benefited them. This is unimpeachable testimony, and is worthy of the attention of every one suffering with dyspepsia, indigestion, inflammation, headache, bilious colic, or skin diseases. Ask your druggist for Cook's Balm of Life, and take nothing else.

Glen Echo Cafe Opened. Glen Echo Café, situated about six miles

above the city on the Conduit road, was opened with a handsome banquet on Wednesday evening last. A party of about three hundred gentlemen were conveyed from the city in tally-ho coaches and other conveyances as the guests of the Messrs. Baltzley, proprietors of the café, and they were handsomely entertained during the evening. Glen Echo is situated in one of the most picturesque regions to be found in the suburbs of Washington, and the building is entirely in keeping with the landscape. The site of the hotel is on a bluff overlooking the capal the river and a wide stratch of the property of the second the river and a wide stratch of the site of the hotel is on a bluff overlooking the capal the river and a wide stratch of the site of th the canal, the river, and a wide stretch of diversified country, and nothing can exceed the beauty of the outlook from the building. The latter is constructed altogether of unhewn cedar logs, and even the interior of the structure is finished in the same style. The architect is Mr. Eliwood Hallowell, of this city. Among those who were in the party as the guests of the Messrs. Baltzley were Senators Stewart Blackburn, and Pierce, Private Secretary Halford, Marshal Ransdell, S. W. Tulloch, John H. Magruder, W. N. Thompson, Col. George H. Elliott, O. C. Green, William A. Gordon, Fred. W. Pratt, J. C. Hutchinson, E. T. Bassett, E. C. Peter, R. H. Goldsborough, Alex. Elliott, Dr. Kobert Reyburn, J. C. Dubois, John F. Olmstead, Hallet Kilbourn, E. S. Parker, Arthur Cropley, Henry Gannett, Professor C. V. Riley, Henry Gannett, Professor C. V. Riley, Leland O. Howard, F. A. Gardner, M. W. Galt, H. C. Addison, Henry M. Bauer, C. C. Bryan, J. W. Boteler, Job Barnard, Harry Barbour, Assistant Attorney General Chaney, E. B. Cottrell, Dr. D. B. Clarke, D. Harrison Crook, G. G. Cornwell, Col. W. H. Crook, L. J. Davis, Gen. William Knapp, L. A. Lodge, John Joy Edson, George W. Elverson, Representatives Forman and Evans, Dr. F. A. Gardner, W. B. Gurley, B. F. Gilbert, Treasurer Huston, John B. Larner, George L. Lemon, George A. McIlheney, John W. Macartney, A. T. Hensey, W. B. Moses, and J. A. Swormstead. Speeches were made by Senator Stewart, Senator Blackburn, and Mr. Baltzley, and letters were read from Mr. B. H. Warner, Secretary Windom, and many others.

FOR MEN

Such a stock of Negligee Shirts, (all varieties,) Belts, Sashes, Vests, Zephyr Neckwear, etc., as we are showing has never been seen before in town.

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nished for work in city and country. First-class

BALTIMORE & OHIO RAILROAD.

Schedule in effect June 22, 1890. Leave Washington from Station corner of New

Trains leave Baltimore for Washington, week days, at 5:00, 6:20, 6:30, 7:15, 7:20, 8:30, 8:35, 9:30, 10:20, and 10:35 A. M.: 12:00, 12:10, 2:10,

2:30, 2:50, 4:00, 4:15, 5:00, 6:00, 6:20, 7:00, 7:30, 8:20, 8:30, 9:00, 10:10, 10:20, and 11:00 P.M. Sundays 6:30, 7:15, 8:30, 8:35, 9:30, 10:20, 10:35 A. M.; 12:00, 1:05, 2:10, 2:30, 4:15, 5:00, 6:20, 7:00, 7:30, 8:20, 8:30, 10:10, 10:20, and 11:00 P. M.

For Boyd's and intermediate stations, *7:00 P. M.

Church train leaves Washington on Sunday at 1:15 P. M., stopping at all stations on Metropoli-

*4:20 P. M. Trains leave New York for Washington, *9:00, +11:30 A. M., *2:00, *3:30, *5:00 P. M., and *12:15

night.
Trains leave Philadelphia for Washington
*4:24. *8:15, *9:15, *11:35 A M., *1:40, *4:31, *5:55,
*7:32 P. M.

For Boston *2.50 P. M., with Pullman Buffet

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GENTS' DRESS SILK HATS. \$5, \$6, and \$8.

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\$1.50, \$2, \$2.50, \$3, \$3.50, and \$4. SPRING STYLES SOFT HATS \$1, \$1.50, \$2, \$2.50, \$3, \$3.50, \$4, \$4.50, \$5, and \$6.

BOYS' DERBY HATS. \$1.50, \$2, and \$2.50.

Boys' Cloth and Soft Hats, 75c., \$1, \$1.50, \$2, and \$2.50. Ladies' Riding Hats and Caps.

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For Chicago and Northwest, Vestibuled Limited express daily 11:30 A. M., express 9:30 P. M. For Cincinnati, St. Louis, and Indianapolis, express daily 3:30 and 11:30 P. M.

For Pittsburg and Cleveland, express daily 9:30 A. M. and 8:40 P. M.

For Lexington and points in the Shenandoah Valley, 11:30 A. M.

For Winchester and way Stations †5:30 P. M.

For Baltimore, week days, 4:05, 5:00, 6:35, 7:20, 7:30, (8:90, 45 minutes), 8:30, 9:30, (11:90, 12:90, 45 minutes), 8:40, 5:50, 5:50, 6:35, 7:20, 7:30, (8:90, 45 minutes), 8:40, 5:50, 5:50, 6:35, 7:20, 7:30, (8:90, 45 minutes), 8:40, 5:50, 5:50, 6:35, 7:20, 7:30, (8:90, 45 minutes), 8:40, 5:50, 5:50, 6:35, 7:20, 7:30, 7:30, 8:30, 9:30, (11:90, 12:90, 45 IF YOU ARE INNEED OF A WHITE SHIRT EXAMINE OUR "CHAMPION" at 85 Cents. This is our own manufacture, and the fit and quality is guaranteed. Made of "Wamsutta" muslin and "Twenty Hundred" linen it is equal to any ready-made shirt on the market.

LOEB & HIRSH, FURNISHERS AND HATTERS.

7:30, (8:00, 45 minutes,) 8:30, 9:30, (11:00, 12:00, 45 minutes,) A. M., 12:10, 2:15, (2:50, 45 minutes,) (3:15, 45 minutes,) 3:25, 4:20, 4:30, 4:32, (4:50, 45 minutes,) 5:30, 6:00, 6:15, 6:20, 7:10, 7:30, 8:35, 9:50, 10:30, and 11:30 P. M. Sundays, 4:05, 7:20, 7:30, 8:30, 9:30 A. M., (12:00, 45 minutes,) 1:00, 2:15, (2:50, 45 minutes,) 3:25, 4:20, 4:32, (4:50, 45 minutes,) 6:00, 6:15, 6:20, 7:30, 8:35, 10:30, and 11:30 P. M. For Way Stations between Washington and Baltimore, 5:00, 6:35, 8:30 A. M., 12:10, 3:25, 4:32, 6:20, 11:30 P. M. Sundays, 8:30 A. M., 1:00, 3:25, 4:32, 6:20, 11:30 P. M. Trainsleave Baltimore for Washington LADIES! LADIES!! LADIES!!! Mrs. McCAFFERTY

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GREAT PENNSYLVANIA ROUTE

and 11:00 P. M.

For Annapolis, 6:35 and 8:30 A. M., 12:10 and 4:20 P. M. Sundays, 8:30 A. M., 4:32 P. M.
Leave Annapolis 6:35, 8:37 A. M., 12:05 and 3:50 P. M. Sundays, 8:30 A. M., 3:55 P. M.
For Stations on the Metropolitan Branch, †6:30, §8:30 A. M., §1:15 P. M. For principal stations only, †10:40 A. M., †4:30 and †5:30 P. M.

For Rockville and Way Stations, †4:35 P. M.
For Gaithersburg and intermediate points, †6:00, §10:00, †11:00 A. M., †1:00, †3:00, *5:35, †9:45, §10:00, †11:00 P. M.

For Boyd's and intermediate stations

GREAT PENNSYLVANIA ROUTE
TO THE NORTH, WEST, AND SOUTHWEST.
DOUBLE TRACK, STEEL RAILS, SPLENDID
SCENERY, MAGNIFICENT EQUIPMENT.
IN EFFECT MAY 11, 1890.
Trainsleave Washington, from Station, corner of
Sixth and B streets, as follows:
For Pittsburg and the West, Chicago Limited
Expressof Pullman Vestibuled Cars, at 10.50 A. M.
daily; Fast Line, 10.50 A. M. daily to Columbus
and St. Louis, with Sleeping Cars from Pittsburg to Columbus; daily, except Saturday, to
Chicago, with Sleeping Car Altoonato Chicago;
St. Louis, Chicago, and Cincinnati Express, 3.30
P. M. daily. Parlor Car Washington to Harrisburg, and Sleeping Cars Harrisburg to St. Louis,
Chicago, and Cincinnati, and Dining Car Harrisburg to St. Louis. Western Express, at 7:40
P. M. daily, with Sleeping Cars Washington
to Chicago and St. Louis, connecting daily
at Harrisburg with through Sleepers for Louisville and Memphis, Pacific Express, 10.00 P. M.
daily, for Pittsburg and the West, with through
Sleeper to Pittsburg, and Pittsburg to Chicago,
BALTIMORE AND POTOMAC RAILROAD.
For Kane, Canandaigua, Rochester, and Niagara Falls daily except Sunday, 8.10 A. M.
For Erie, Canandaigua, and Rochester daily;
for Buffalo and Niagara daily, except Saturday,
10.00 P. M., with Sleeping Car Washington to
Rochester.
For Williamsport, Lock Haven, and Elmira, at

1:15 P. M., stopping at all stations on Metropolitan Branch.
For Frederick, †6:30, §8:30, §9:30, †11:30 A. M., §1:15, †3:30, †4:30 P. M.
For Hagerstown, †10:40 A. M. and †5:30 P. M.
Trains arrive from Chicago daily 11:45 A. M. and 4:10 P. M.; from Cincinnati and St. Louis daily 3:50 A. M. and 2:05 P. M.; from Pittsburg 7:10 A. M., 5:50 P. M. daily.
NEW YORK AND PHILADELPHIA DIVISION.
For New York, Trenton, Newark, and Elizabeth, N. J., *4:05, †8:00, *10:30, *12:00 A. M., *2:50, *4:50, and *10:30 P. M. Buffet Parlor Carson all day trains. Sleeping Car on the 10:30 P. M., open at 9:00 P. M.
For Philadelphia, *4.05, †8.00, *10.00, *12:00 noon, *2:50, *4:50, *6:15, and *10:30 P. M.
For Newark, Del., Wilmington, and Chester, *4:05, †8:00 A. M., *12:00 noon, *2:50, *4:50, *6:15, and *10:30 P. M.
For intermediate points between Baitimore 10.00 P. M., with Sleeping Car Washington to Rochester.
For Williamsport, Lock Haven, and Elmira, at 10.50 A. M. daily except Sunday.
For Williamsport, daily, 3:30 P. M.
For Philadelphia, New York and the East, 7.20, 9.00, 11.00, and 11.40 A. M., 2.10, 3.15, 4.20, 5.40, 10.00, 11.20 P. M. On Sunday, 9.00, 11.40 A. M., 2.10, 3.15, 4.20, 10.00, and 11.20 P. M. Limited Express of Pullman Parlor Cars, 9.40 A. M. daily except Sunday. For New York only, Limited Express, with Dining Car, 5.00 P. M. daily.
For Philadelphia only, Fast Express 8.10 A. M., week days, and 4.00 P. M. daily. Express, Sunday only, 5.40 P. M.
For Boston without change 3.15 P. M. every day, For Brooklyn, N. Y., all through trains connect at Jersey City with boatsof Brooklyn Annex, affording direct transfer to Fultonstreet, avoid, ing double ferriage across New York City.
For Atlantic City, 11.40 A. M. week days, 11.20 P. M. daily.
For Baltimore, 6.35, 7.20, 8.10, 9, 9.40, 10, 10.50, 11, and 11.20 P. M. daily. For intermediate points between Baltimore and Philadelphia, †5:00 and §7:20 A. M., †2:50, *4:20 P. M.

Sleeping Car running through to Boston without change, via Poughkeepsie Bridge, landing passengers in B. & M. Station at Boston.

For Atlantic City, 4:05 and 10:00 A.M., and 12:00 noon. Sundays, 4:05 A. M.. 12:00 noon, and 10:30 P. M. P. M.

FOR BAY RIDGE.

Week days, 9:15 A. M., 1:30, 4:30 P.M. Sundays,
9:35 A. M., 1:30, 3:15 P. M.

Leave Bay Ridge, week days, 6:30, 8:30 P. M.

Sundays, 8:00, 9:00 P. M.

†Except Sunday. *Daily. \$Sunday only.

Baggage called for and checked from hotels and
residences by Union Transfer Co. on orders left
atticket offices, 6:19 and 1351 Pennsylvania avenue
and at depot.

For Atlantic City, 11.40 A. M. week days, 11.20 P. M. daily.
For Baltimore, 6.35, 7.20, 8.10, 9, 9.40, 10, 10.50, 11, and 11.40 A. M., 12.05, 2.10, 3.15, 3.30, 4, 4.20, 4.30, 5, 5.40, 6, 7.40, 10, and 11.20 P. M. On Sunday, 9, 9.05, 10.50, 11.40 A. M., 2.10, 3.15, 3.30, 4, 4.20, 5, 5.40, 6, 7.40, 10, and 11.20 P. M. On Sunday, 9, 9.05, 10.50, 11.40 A. M., 2.10, 3.15, 3.30, 4, 4.20, 5, 5.40, 6, 7.40, 10, and 11.20 P. M.
For Pope's Creek Line, 7.20 A. M. and 4.30 P. M.
daily, except Sunday.
For Annapolis, 7.20 and 9:00 A. M., 12.05, and 4:20 P. M., daily, except Sunday. Sundays, 4.20 P. M.
WASHINGTON SOUTHERN RAILWAY.
In Effect May 11, 1890.
For Alexandria, 4.30, 6.35, 7.45, 8.40, 9.45, 10.57 A. M., 12.04 noon, 2.05, 3.30, 4.25, 4.55, 6.01, 8.02, 10.05, and 11.39 P. M. On Sunday at 4.30, 7.45, 9.45, 10.57 A. M., 2.30, 6.01, 8.02, and 10.05 P. M.
Accommodation for Quantico, 7.45 A. M. and 4.55 P. M. week days; 7.45 A. M., Sundays.
For Richmond and the South, 4.30, 10.57 A. M. daily. Accommodation 4.55 P. M. week days.
Trains leave Alexandria for Washington, 0.05, 7.05, 8, 9.10, 10.15, 11.07 A. M.; 12.0, 3, 3.50, 5.10, 6.05, 7.05, 9.20, 10.37, and 11.08 P. M. On Sunday at 9.10 and 11.07 A. M.; 2.00, 5.10, 7.05, 7.29, 9.20 and 10.37 P. M.
Tickets and information at the office, northeast corner Thirteenth street and Pennsylvania avenue, and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.
CHARLES E. PUGH, General Manager.
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